

[REDACTED]
[REDACTED]
May 21, 1998

Subject: Marine Survey [REDACTED]

Acting on the request of [REDACTED] the following condition and valuation survey has been prepared for the pleasure vessel, "SUSAN P", AK number, AK 2106 P, while the vessel was hauled out and trailered at Valdez, Alaska. This survey was conducted on **19 May 1998**.

The vessel was constructed in 1994 by J&H Boat Works of Astoria, Oregon and is a custom built 27' Pacific Blazer. The welded aluminum hull is of planing design with raked stem, elliptical stern and hard chines. Sponsons are fitted to assist in fuel economy. The hull serial number is JNHLNG27-H-4-94. L.O.A. is 27' 0" and the beam is 8' 06", depth is 3' 04". Vessel color is aluminum silver.

A galvanized E-Z load trailer constructed in 1996 was observed and is also made a part of this survey. The trailer is a triple axle, 15,00 pound capacity model. VIN 1ZE1LV934TA436839. The trailer was found in excellent condition.

PROPULSION:

This vessel is equipped with one 6 cylinder Volvo KAMD-42 "A" 230 HP marine diesel engine. Serial number 2204205059. This engine is coupled with a Volvo 290 Duoprop outdrive that has 1.78/1 reduction and A-1 propellers. The engine is salt water cooled via fresh water heat exchanger. This outdrive is equipped with electric / hydraulic trim and tilt. Engine compartment ventilation is by way of natural intakes fitted below the rail cap

The following bilge pumps were noted on board:

- One 12 volt Rule 1500 GPM, with float switch, in the engine compartment
- One 12 volt Rule 1500 GPM, with float switch, in the forward bilge

FUEL SYSTEM:

The vessel is equipped with two aluminum fuel oil tanks with approximate capacity of 73 gallons each and a total capacity of 146 gallons. The tanks are located in an athwartships fashion forward of the engine compartment. The 2" flush deck fuel fills are located in the rail on the port side. The tanks vent overboard through vent fittings with flame screens installed. The fuel suction and return lines are 3/8" ID US Coast Guard approved fuel hose that run from the tanks to shielded Racor filters and on to the engine. A single 18

gallon gasoline tank is integral to the hull at the transom. This tank provides fuel for the 9.9 hp. kicker mounted at the transom.

WATER SYSTEM:

Potable water is stored in one tank with a capacity of approximately 40 gallons. The tank is located beneath the cabin sole and is accessed via a fiberglass deck panel. The tank is filled locally via a 2" flush deck fitting located on the starboard rail amidships. A 1-1/2" plastic fill hose runs from the fill to the tank. The suction line is 1/2" vinyl water hose. This system employs a 12 volt pressure/demand pump located next to the tank. This storage supply may be supplemented by water distilled in the Pure Power Survivor -35, water maker. Hot water is supplied by a five gallon hot water heater that utilizes 120 volt power, or waste engine heat.

ELECTRICAL SYSTEMS:

The vessel has two electrical systems. The first consists of two gel pack batteries securely mounted forward of the propulsion engine to starboard. The batteries are utilized for engine starting and 12 volt power. Two selection switches are fitted that allow battery choice. A single 65 amp alternator provides charging for these batteries while the vessel is away from the dock. While moored a 100 amp 120/12 volt charger maintains the charge in the batteries.

The second system consists of a 120/240 volt system that receives power while dock side via a shore power connection located on the starboard side of the well deck. A 100 amp 120 to 12 volt charger maintains the batteries while the vessel is moored and the shore power is in use. 120 volt power while underway is supplied via a Hart Interface 12 volt to 120 volt inverter. Wiring runs are high along the sides of the vessel. All circuits were breaker protected and contacts were found free of corrosion. All compartments were fitted with courtesy lights. The port and starboard running side lights and masthead lights were fitted in accordance with applicable regulations.

Additional electrical equipment noted on board:

- 1 - set of electric / hydraulic trim tabs
- 1 - 12 volt wash down pump drawing suction via a 3/4" seacock located in the engine compartment
- 1 - electric / hydraulic lift system for raising the engine space cover.
- 1 - ESPAR diesel heater

LIFESAVING AND FIRE FIGHTING EQUIPMENT:

The following lifesaving equipment was noted on board:

- 6 - Type I Personal Flotation Devices, adult size
- 2 - Type I Personal Flotation Devices, child size
- 1 - Class A EPIRB

The following fire fighting equipment was noted on board:

- 3 - Type ABC size I dry chemical fire extinguishers

STEERING CONTROL STATION:

The vessel has one steering control station located in the main cabin forward on the starboard side. It is equipped with a spoked helm, Micro Commander single lever engine controls and Hynautic hydraulic steering. The following gauges are located at this station: engine temperature, voltage meter, oil pressure, fuel, Flow-scan fuel meter, hour meter, and tachometer. All electrical switches are also found at this station. In addition a second station is located at the aft starboard side of the deckhouse. This station has Hynautic steering and Micro Commander controls as well.

ELECTRONIC AND NAVIGATIONAL EQUIPMENT:

The following electronic and navigational equipment was noted on board:

- 2 - Furuno FCV 582 Fathometer / Fish finder
- 1 - Furuno RP 100 radar plotter
- 1 - AM/FM Cassette player mounted in the dash outboard of the helm
- 1 - Furuno GPS
- 1 - Furuno 1831 24 mile radar with radome
- 1 - Ritchie Digital Compass mounted at the helm
- 1 - Plastimo electric compass
- 1 - Floscan fuel meter
- 1 - Chronometer
- 1 - Thermometer
- 1 - Barometer

MOORING AND AUXILIARY EQUIPMENT:

The following ground tack and mooring equipment was noted on board:

- 1 - 10 kg Danforth anchor with 50' of 3/8" galvanized chain married to 250' of 5/8" double braided nylon line
- 3 - 10" horn cleats fitted at the bow port and starboard
- 2 - 10" horn cleats fitted amidships port and starboard
- 2 - 10" horn cleats fitted at the port and starboard quarters
- 1 - 9.9 HP Yamaha four stroke O/B motor mounted at the transom.

VESSEL ACCOMMODATIONS:

The forward portion of the vessel contains the chain locker accessed via a hinged hatch. Aft of the chain locker finds the vee bunk compartment which consists of sectional 4" foam cushions covered with a green fabric material. Storage is found beneath the bunks. Aft on the starboard side finds the helm station equipped with a 6" fabric over foam helm seat. Aft of the helm seat finds the galley area with Corian countertop, alcohol stove, and double stainless sink. Below the counter in the galley finds a Norcold refrigerator, GE microwave oven and storage area. Aft of the vee bunk compartment on the port side finds the dinette set with green fabric upholstery and Formica table top. Storage is located beneath the seats. Aft of the head equipped with a USCG approved type II marine sanitation device, shower, medicine chest, mirrors, and stainless steel sink.

Access to the self bailing well deck is via a weather tight door on centerline in the aft bulkhead of the cabin. Visibility for navigation is excellent. Three forward looking windows equipped with wipers and defoggers allow the operator good visibility even in inclement weather conditions. Windows around the periphery of the vessel allow excellent visibility to the sides.

The cabin of this vessel is finished in teak. All joiner work is in as new condition. This vessel is out fitted in a lavish manner for a vessel of its size. Construction and fit up of members is excellent, and of a quality not normally found on a vessel of this size.

INTERNAL AND EXTERNAL HULL:

The surveyor less normal nicks, wear and abrasions to the vessel's hull for her age and service. No damage or sign of repaired damage was noted during an internal examination and external examination of the vessel's hull. All through-hull fittings and sea valves appeared to be in new condition. The outdrive and propellers were found in like new condition. A custom aluminum swim step runs the width of the transom. This was also found to be in new condition.

FINDINGS AND RECOMMENDATIONS:

The surveyor found the vessel in excellent condition with evidence of being well maintained.

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This survey sets forth the noted condition, based on the observation of the vessel's hull, machinery, and associated gear to the best of the surveyor's ability without the aid of vessel plans or removal of main strength members, frames, beams, planking, decks, bulkheads, or sheeting. No examination was made to any inaccessible spaces unless otherwise noted. No borings of structural members or removal of fastenings were made unless otherwise so stated.

The services rendered, stated or un-stated, have been performed with the distinct understanding to all that the undersigned, his agents, or his employees are held harmless for any circumstances whatsoever for any error, omission, negligence, or failure to properly perform the requested service, and that all matters and statements contained in this report constitute statements of opinion only and are not to be considered as warranties or guarantees, and that no statement made herein, or in connection herewith, shall be the basis of any claim, demand or action against the undersigned, his agents or employees.

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